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HONGKONG, MONDAY, OCTOBER 10TH, 1904.

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Hongkong, 7th October, 1904. [1621]

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Hongkong, 6th October, 1904. [a35]

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Hongkong, 24th August, 1904. [a1153]

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Hongkong, 31st October, 1902. [a4]

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Hongkong, 10th June 1903. [a1802]

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Correspondents must forward their names and addresses with communications addressed to the Editor, for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTH.

On 5th October, at the Government Civil Hospital, Hongkong, the wife of Mr. S. R. STEVENS, 30rd Hurma Infantry, of a daughter. [2104]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 10TH, 1904.

A CHINESE gentleman has written to us on the matter of the "poker case" recently referred to in this column. We are not publishing the whole text of the letter, parts of it, especially the introductory passages, being quite inadmissible. For the rest, the nature of its purport will be made evident in the extracts we quote, and the comments we make. Our esteemed correspondent says: "The police are by no means backward in arresting Chinese for gambling, and the magistrates seldom hesitate in imposing heavy fines on street coolies who are found gambling with a few cents in street corners. Perhaps the gambling ordinance is only meant for enriching the coffers of the Treasury at the expense of Chinese found gambling, and inapplicable to the young men of the European community; or perhaps the game of poker does not come in under this ordinance at all. If it is an admitted fact that cards and other forms of rash gambling are being indulged in by European young men, how is it that we have never heard of any European house being raided by the police and the gamblers punished? I should think that a little activity on the part of the police in this direction would tend to damp the ardour of young men who are more familiar with high play than high pay."

There have been many occasions on which the police of Hongkong have required "elbow-jogging," and we have reason to believe that since the advent of His Excellency the present Governor they have

awakened to the fact that there is an Argus eye bent upon their doings, or failures to do. Still, we have never lost sight of the fact that theirs is a difficult duty to fulfil, that their "lot is not a happy one," and as opportunity has arisen we have tried to hold the balance just as between the police and the public they are supposed to serve. In this particular instance it is obvious that our correspondent had not the slightest excuse for mentioning the police at all. The Ordinance No. 14 of 1844 does not forbid gambling under all circumstances, any more than the Home legislation does. Even if it did, it is obvious again that it is one thing to arrest a few coolies gambling in the open, and quite another to get sufficient information to warrant a raid into a foreign house or club. Had there been no more than that in our correspondent's letter, there would have been no need to deal with it at all. Much depends upon the meaning he intended the following quotation to convey: "I am afraid this is another of those rather numerous instances which prove to our Chinese fellow subjects the impossibility of putting into practice the oft-repeated and much-busted doctrine of British justice which is supposed to be meted out in equal measures to all its subjects irrespective of race or creed."

We have read into that, involuntarily, a tone that embodies a suggestion which we are bound, not only to contradict, but to use every endeavour to eradicate from the mind of our correspondent, and from the minds of any of his fellow subjects who may be tempted to make it. There are anomalies attendant upon the administration of British justice, but if our correspondent supposes there is at any time any unjust discrimination against the Chinese, he commits grievous error. If, however, he be content with the mere literal meaning of his words, and renounce their superficial suggestiveness, we are not so far from being at one with him. We have no assurance as to the motive which prompted the relevant Ordinance in this colony; but we have some conception of the intentions of our Home legislators, and of the apparent evils that inspired the recent Betting Commission. The only real result of that Commission's deliberations was the prominence given to the truth outlined by our correspondent, that it is impossible to put into practice the ideal with which our paternal, or grand-maternal, Government set about to attack the gambling habit. The coolies who are fined occasionally for gambling suffer no hardship that Englishmen in humbler circumstances at Home do not suffer. Such anomalies as we have noted, anomalies which may, as we have now seen, tend to mislead some of the King's subjects into thinking that they are the victims of injustice, are the inevitable consequence of all attempts to make general rules of conduct, which is what all law essentially amounts to.

It sounds just as badly in England to talk of one law for the rich and another for the poor, as it does in Hongkong to suggest one for the European and another for the Chinese, yet while there are surface indications of the existence of both, there is no great injustice. Some people think it was a mistake ever to interfere at all with the gambling instinct, and certainly it has been one of those Acts of Parliament which make nobody good. Yet since the poor Britisher and the poor Chinese cannot gamble without risking the happiness and well-being of others, the legal discouragements and disablements must have alleviated at least some distress. Rich Chinese, apparently, may gamble as much as they like in Hongkong, in their own houses, so our correspondent's point of view is all wrong. Certainly, so far as the sneer at British justice goes, his remarks are quite out of place. There is a large empire quite close to the colony with whose laws, and the just administration thereof, ours bears comparison very favourably.

The seat plans for next week (Pollard's Lilliputian Opera Co.) will open at 10 a.m. to-morrow at the depot of the Robinson Piano Co.

The Honourable Arthur Winbolt Breen has been appointed a member of the governing body of Queen's College vice the Reverend G. Bunbury resigned.

It has been decided to hold the first installation ceremony of the District Grand Lodge of Scottish Freemasonry on the 3rd prox., which occasion will be celebrated by a ball.

Rates for the fourth quarter of 1904 are payable in advance on or before the 31st inst. If any person fails to pay on or before the 30th November, proceedings will be taken in the Supreme Court. No refund of rates on vacant tenements will be granted unless the rates have been paid in October, nor unless application is made within 15 days from the expiration of the quarter.

Tainan-fu and Anping, Formosa, are still considered to be plague-infected ports.

The s.s. *Courtfield* sailed for Chinwantao on Saturday to load more coolies for the Rand.

Mr. James B. Jardine, second engineer of the s.s. *Yuen Song*, has successfully passed his chief engineer's examination.

The annual camp of the Hongkong Volunteer Corps is to be held at Stoncutter's Island from the 21st to 31st inst., both dates inclusive.

Vice-Admiral Bayle landed from the French cruiser *Montcalm* on Saturday morning to pay a visit to the Governor. He was received by a guard of honour and the Sherwood Foresters' band.

Mr. Basil Reginald Hamilton Taylor, Assistant Harbour Master, has been appointed to act as Assistant Superintendent of Police to take charge of the Water Police.

Messrs. Hughes & Hough's coal report on October 8th expected thirteen thousand tons of Japanese coal (sold) and six thousand tons of Welsh per *Porton Hall* (for sale). Arrived since September 22nd, 41,900 tons. Market dull.

This quaint item is from the *Globe*: It is reported that the Chinese and Japanese Telephone Company of Shan hai have their aerial wires, which are enveloped in lead pipes, attacked by wasps, which breed in bamboo. In July or August they re-bore holes in the stems to lay their eggs clear of birds. In default of bamboo they have done the like with the lead covering of the wires. The company have coated the lead with boiled linseed oil and canvas, which the insects cannot penetrate.

India, Newchwang and Shanghai having withdrawn quarantine restrictions against arrivals from Hongkong, the only ports now adopting sanitary measures against the Colony are Manila, British North Borneo, Labuan and Siam. Regarding Newchwang, information has been received by the Consul of Japan that though quarantine at Newchwang has been removed on arrivals from Hongkong, Canton and Swatow, the prohibition of the importation of rats, waste paper, hair, earth and manure continues in force. A similar regulation is in force at Shanghai.

Further recruits for the Hongkong Volunteer force are Messrs. S. W. Kynock, H. W. Wolfe, A. Slaney, C. F. Critchley, G. Watson, J. Fisher, A. Brown, A. Broadbent, J. Hurlew, J. T. J. Cole, A. L. P. Penning, J. Leonard, W. Sanderson, and S. R. Boyd. Sergeant R. C. Edwards and Gunners L. A. Ross and A. Humphreys have resigned. Lieutenant W. J. Gresson is posted to command the Volunteer Troop. The following members have joined: Messrs. G. C. Moxon, D. Forbes, A. C. Hynes, J. R. Gillingham, H. A. McIntyre, L. Murphy, G. H. Potts, C. E. Anton, W. A. C. Crnich-shank, J. Johnston, F. B. Deacon, J. Hastings, W. R. Robertson, H. W. Looker, W. G. Clarke, B. James, G. K. H. Brunton, E. H. Sharp, G. Marshall, E. Owen, C. G. Mackie, N. H. Rutherford, and J. Paterson.

Fifteen-pr. B.L. and 303 Maxim gun practice will be carried out from close to the third mile-stone under Mount Davis in a south-westerly direction at ranges from 1,000 to 3,000 yards, commencing at 4 p.m. on Saturday next if the range is clear. Gun practice will be carried out from Devil's Peak on the 14th and 21st instants, in a south-easterly direction towards Junk Bay and Tung Island, at ranges from 5,000 to 10,000 yards; on the 21st instant, from Lyemman, in the direction of the entrance to Junk Bay, at ranges from 600 to 4,000 yards; and on the night of the 18th instant, from Lyemman in the direction of the entrance to Junk Bay at ranges from 600 to 4,000 yards. If the weather is unfavourable on the 14th, or 21st practice will take place on the following day, but, if unfavourable on the night of the 18th, it will be cancelled. Practice will commence at 9.30 a.m. on the 14th and 21st and finish about 12 noon, and at 7 p.m. on the 18th instant and finish about 10 a.m. if the range is clear.

Messrs. Cawajee Paltanjee & Co. reported on the 7th instant: Since the issue of our last circular dated the 23rd ultimo, our Yarn Market during the period under review ruled rather weak. Owing to telegraphic news of decline in the prices of raw cotton and the weak tone at Bombay, importers showed great anxiety to quit their holdings, and the news from the interior and the consuming districts not being favourable the dealers showed less inclination to operate, hence prices declined from one to two dollars per bale all round. The business reported was for immediate requirements only. The dealers are afraid of a rise in the rate of exchange and subsequently a fall in prices of yarn, hence the slackness of demand. A very limited business is reported in No. 20s. of selected threads at a decline of \$1 to \$2 per bale. No. 16s. show a decline of \$1 with a trivial business passing. A moderate business is reported in No. 12s. at last mail's rates and in some instances at a decline of \$1 per bale. As usual the bulk of the business is done in No. 10s. No. 8s. and 6s. move slowly at quotations. The market closes unsteady. Sales during the past fortnight comprise about 50 bales of No. 6; 25 bales of No. 8s.; 1,360 bales of No. 10s.; 410 bales of No. 12s.; 125 bales of No. 16s.; and 350 bales of No. 20s.; in all about 2,350 bales. Arrivals per steamers *Matta*, *Catherine Apoor*, *Nansang*, *Capri*, and *Coronandol* of about 9,800 bales. Shipments to Shanghai and the North China Ports about 2,500 bales. The unsold stock is estimated at about 21,000 bales. Local Yarn: No business reported. Japanese Yarn: Sales are reported of about 100 bales of No. 6s. at \$132 per bale.

Here is the programme of music to be performed by the Band of the 1st Sherwood Foresters on the New Parade Ground this (Monday) evening, from 4.30 p.m. to 6 p.m. Two Step, Anons, Grey; Overture, Banditen Streiche, Suppe; Selection, Cavalleria Rusticana, Mascagni; Moreau, La Charnie, Le Thiere; Selection, Veronique, Messager; Valse, Immortellen, Gungl; Regimental March, The Young May Moon.

The following are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st September:

	AVERAGE	RESERVE
Chartered Bank	\$3,600,163	\$2,300,000
H.K. & S. Bank	\$11,148,000	\$7,000,000
National Bank	\$304,775	\$150,000
Total	\$15,052,938	\$9,450,000

The Times Marine Insurance reporter says that whenever vessels the Russian Government may employ to carry coal to their warships, it seems quite clear that they do not encourage British ships for this purpose. It is reported that the Hamburg-American Line have ordered nearly 10 steamers to convey coal from Cardiff. The larger part of this is for American account. It is rumoured that the Americans have an idea of sending large quantities of coal from the United States to France, which will no doubt be carried in American bottoms and insured over the sea. An insurance has been effected to-day on a British steamer from Chinese ports to a port in Eastern Russia at 20 guineas per cent. The market for war risk from this country remains very quiet, there being but little doing in this business.

The meteorological returns for September show that on the 1st September the thermometer registered 88.9, the highest during the month, and on the 19th September it showed 73.0, the lowest for the month. Some 9,770 inches of rain fell during the month. The monthly rainfall at the Hongkong Observatory, with the means and extremes for 20 years, was—

	1904	1884-1903.	Mean.	Max.	Min.
January	0.2	1.32	8.43	0.00	
February	0.2	1.86	7.95	0.02	
March	3.76	2.63	10.43	0.17	
April	1.91	5.56	14.89	1.84	
May	7.70	13.43	48.84	1.15	
June	19.64	16.80	34.37	2.34	
July	7.23	13.82	28.24	4.57	
August	27.64	14.22	27.57	5.20	
September	9.77	8.21	19.11	0.63	

The year's rainfall to the end of the month amounts to 77.97 inches, the 20 years mean for that period being 77.35 inches.

THE "FATHOMER" LAUNCHED.

Mrs. C. C. Yates, wife of Capt. Yates, performed the launching ceremony, when the s.s. *Fathomer* took the water for the first time on Saturday morning. Mr. W. B. Dixon, chief manager of the Hongkong & Whampoa Dock Co., afterwards presented Mrs. Yates with a memento of the occasion; it was a pretty gold bracelet with watch attached. This being the first ship built in the Colony under Lloyd's register, included in the toasts was that of "Mr. Newman Mumford, representative of Lloyd's Register."

ENTERTAINMENT BY THE CATHOLIC UNION.

On Saturday evening before an appreciative audience, the members of the Catholic Union produced as their eighteenth performance a drama in five acts, entitled "St. Louis in Chains," translated from the French.

The piece as a whole was very good, and acted in a manner quite above the ordinary amateur standard, showing evidence of careful coaching. The "star" part, St. Louis, was admirably portrayed by Mr. F. H. Barnes, who revealed the monarch's righteous anger in a natural and emphatic manner. Next in merit to Mr. Barnes we are bound to place Mr. J. D. Osmund, whose Adolphe was acted in a way which showed he had a thorough grasp of the character. Mr. C. M. Scores was the "Sultan of Egypt." As Cetai, Commander of the Mamelukes, Mr. J. McLoynes did well. The minor parts were well sustained, and repeated applause testified to the keen appreciation of the audience.

The important duty of the designing of the costumes was entrusted to Mr. F. H. Barnes, who effected a very faithful representation of Oriental dresses with limited materials, while a considerable contribution to the success of the performance was due to the excellent stage management of Mr. M. J. Danenberg. In the concluding farce, "Blue Devils," the players "let themselves go" more, and evoked both mirth and applause. During the intervals the *Societate Philharmonica* discoursed a selection of music in a creditable style. The performance was repeated last evening.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer *Sachsen* left Shanghai on Saturday, at 11 a.m., and may be expected here to-morrow, at 4 a.m.

The I.G.M. steamer *Prinzess Alice* left Singapore on Friday at 1 p.m., and may be expected here to-morrow at 5 p.m.

The P.M.S.S. Co.'s s.s. *Korea*, with mails, &c., from San Francisco via Honolulu, has arrived at Yokohama, and leaves for this port via (Inland Sea), Kobe, Nagasaki and Manila on the 14th inst.

The P.M. steamer *Siberia*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 7th Oct.

The O.S. S. Co. and C.M.S. N. Co.'s steamer *Oanfa* left Nagasaki on the 7th Oct., p.m., and is expected here to-morrow.

The C.P.R. steamer *Fortar* arrived at Yokohama on Friday, the 7th Oct., and left again at 5 a.m. on Sunday for Kobe, where she is due to arrive at noon to-day.

The G. & M. steamer *Zafiro* left Manila on Saturday, at 11 a.m., and is due here to-day, at 1 15 p.m.

TELEGRAMS.

[REUTERS' SERVICE.]

CHOLERA IN RUSSIA.

LONDON, 6th October.
There have been thirteen cases of cholera and five deaths at Saratoff, and the uneasiness in Moscow is increasing.

LADY CURZON WORSE.

LONDON, 7th October.
Lady Curzon has had a serious relapse. Grave fears are entertained.

MR. ARNOLD FORSTER ON THE ARMY.

LONDON, 7th October.
Mr. Arnold Forster speaking at the Cadets' feast at Sheffield said the impression made on him by his year's administration of the War Office was one of grave concern. He was not satisfied that we had learned the lessons of the conflict in east and south Africa. He had great sympathy with conscription, but did not believe we should gain all the benefit expected from it. An army was not wanted for sport and recreation but to win when it fought.

LOCAL & PORT.

The finals of three competitions at the Kowloon Bowling Green were successfully played off on Saturday, before many spectators. The greens were in good order, almost too dry. For the championship, Mr. J. M. McDermott beat Mr. J. McDonald 21-11. Mr. McDonald was awarded a second prize. Mr. J. Galt won both the President's and the Vice-President's prize beating Mr. G. R. Edwards 21-9 for the first, and beating Mr. J. McDonald 21-11 for the other. Mrs. McDonald, introduced by Mr. Ramsay, presented the prizes. Votes of thanks to the donors (by Mr. Galt) and to Mrs. McDonald and the ladies (by Mr. Kinross) were given and applauded.

Saturday's practice game of football, played between members of the Hongkong Football Club, resulted in a draw, no goals being scored. This afternoon's six-a-side matches are Sandford v. Knyvett; Annett v. Williams.

The Hongkong Cricket League held their first meeting of the season Saturday evening, there being present: Messrs. A. O. Brown (Chairman), P. W. Goldring (H.K.C.C.), J. Parkes (Kowloon C.C.), L. E. Brett (Civil Service C.C.), Sergeant Skinner (A.O.C.), Corporal Meggs (33rd Co. R.G.A.), Lieut. Dobbyn (H.K. & S.B.R.G.A.), Sergeant-Major Wilson (H.K.A.M.C.), B. K. Mehta (Parsee C.C.), Sapper Mann (R.E.), Inspector Langley (Police R.C.), and A. E. Asgar, Hon. Secretary. A discussion was raised as to the advisability of admitting two teams from one Club into the League. The Chairman was not in favour of allowing two teams from the Hongkong Club to enter the competition, and the majority of those present were of the same opinion, consequently it was finally decided not to accept the second Hongkong Club team. An additional rule providing that no club could compete in the League Competition unless it had a ground was passed.

The promoters of a One Design Sailing Club held an inaugural meeting in private the other day at Mr. Hazeland's Office. The Club is to be known as the Victoria One Design Sailing Club. Mr. E. M. Hazeland, the designer of the 21 footer type of boat adopted by the Club, was voted to the chair. Mr. Howell proposed that the one design to be adopted by the club should at least hold good for five years, as the introduction of any new design would ruin the sport which the club was introducing. This had been the case with the old Corinthian Sailing Club. Mr. Reidie asked that a committee draw up rules to be submitted at a general meeting of the club. This suggestion was carried and the following were appointed on the committee: Messrs E. M. Hazeland, C. W. Kew, Inspector Hanson, F. Howell, M. MacIver, and J. Reidie. Mr. Reidie consented to fill the position of hon. secretary and treasurer *pro tem*. The subscription to the club was fixed at \$5 per year and 21 names were handed in. Four boats are being built and four more are to be taken in hand as soon as these are completed. Ten boats are considered to be practically certain. A challenge cup will be provided to stimulate interest in racing and numerous other events for prizes will be arranged as the club gets into working order. The dimensions of the design adopted are:—length 21 feet; beam 5 ft. 9 inches; draught 1 ft. 7 inches; extreme draught with centre board 4 ft. 3 inches. The boats are built to carry a total area of 220 feet of canvas. The total cost of construction is \$300. Ah King is the builder.

It is practically decided to form a new club for promoting physical culture and boxing. Messrs. J. Christie and S. Newman will be the instructors. A meeting to consider preliminaries will be held at the Metropole Hotel to-morrow, at 6 p.m.

The Y.M.C.A. are arranging football, cricket, table-tennis, and camera clubs for the winter season.

A family in Florida had lost their little boy, and advertised for him in a daily paper. That afternoon an alligator crawled out of the swamp and died on the front doorstep. In his stomach was found a handful of red hair, some bones, and a pair of boot heels, a glass alloy, a pair of check trousers, and a paper collar. The advertisement did it.

THE WAR.

[REUTERS' SERVICE.]

GENERAL ORLOFF REWARDED.

LONDON, 6th October.
General Orloff has received the appointment of General of the Staff in St. Petersburg.

VLADIVOSTOCK.

LONDON, 7th October.
Reuter's correspondent at Tsingtao wires that a German steamer which has returned to Tsingtao after running the blockade at Vladivostock reports that the city is heavily fortified and the harbour mined.

COMMERCE DESTROYERS IN SOUTH PACIFIC.

LONDON, 7th October.
Reuter's correspondent at Melbourne wires that the Admiral has ordered the *Cadmus* and the *Pythias* to the Torres Straits, where Russian cruisers are reported.

(From Northern Papers.)

SNOW AT MOTIEN PASS.

TOKYO, 1st October.
From the 20th September there was fall of snow for three days on the Motien pass and the mountain ranges are freezing.

PORT ARTHUR.

CHEFOO, 2nd October.
A native junk which left the vicinity of Laotichuan, at 2 p.m. of the 30th September, reports, upon arriving at Chefoo, that the spring of water supply of Port Arthur had been destroyed by the Japanese on the 21st September and the Russians are getting water by digging wells. From the 19th September to the 22nd September there were severe engagements. A mountain called Tserh (P) shan near Keushan had been occupied thrice, but as the fire from the other forts in the vicinity was too furious the Japanese had been obliged to abandon it and no fighting has taken place since. The Russian officers and men mostly desire to surrender, but General Stoessel checks them by saying that many warships from home are coming to relieve Port Arthur.

AFTER THE RUSSIAN DEBACLE.

Russia has lost this campaign, is the Spectator's summing-up of the recent fighting around Liaoyang. Will she fight another? In our contemporary's judgment, yes.

There are plenty of resources for a second campaign, and the great Russians are, as we believe, determined to fight one. They have at least three sets of motives, any one of which would induce them to adopt that course. They are as proud of Russia as we are of Great Britain, and would feel ultimate defeat by an Asiatic Power as an inexplicable shame. They are firmly convinced that their defeat has been due to unpreparedness, mismanagement, and corruption, and believe that with a few months for reorganisation they can collect a mighty army, resume the offensive, and in the next campaign drive the Japanese into the sea. And they feel, rather than see, that a shameful peace, especially if it included an indemnity, would be fatal to the autocracy; that is, would, in their judgment, be the precursor of anarchy, and probably of dismemberment. "The Romanoffs," said a Russian revolutionist to the writer on Monday, "and the Romanoffs alone, hold Russia together." They can at the worst only be defeated again, and the terms after a second defeat would for them scarcely be harder than after the first.

There will, we predict, be no peace until another campaign, possibly bloodier even than the present, has been fought through and ended.

THE YANGTSE SPHERE.

One more proof is afforded that Russian aggressiveness, although it may appear to slumber from time to time, never swerves from its design in its broader lines. The London *Globe* says: "It has been too readily assumed in this country—we trust to better knowledge at Downing Street—that the St. Petersburg Government, having a great war on its hands in Manchuria, had recognised the necessity for dropping its scheme of bisecting our sphere of influence, the Yangtze Valley, by 'railway penetration.' So far from that being the case, there is, unfortunately, substantial evidence of its having very nearly secured the desired object. The northern portion of the line, from Peking to Hankow, has completely fallen under its control, and now the southern moiety, from Hankow to Canton, is being subjected to the same process. It would be repeating an old familiar story to relate how astutely the prime mover in this campaign of aggrandisement hides its hand. In both instances the required concessions have been made by China to other foreigners—to a Belgian company in the one case, and to an American in the other. But the real control of these convenient intermediaries is Russian, that being the quarter which furnishes the capital, and in due course Russia will emerge from her ambush and come out into the daylight as director and dictator of a railway whose chief object is to cut the British sphere in two. The only remaining obstacle to the realisation of this ambitious scheme is that the Hankow-Canton concession was expressly reserved from transfer to any non-American nationality. But efforts are already being made at both Washington and Peking to supersede that governing condition of the contract by permitting another Belgian company to acquire the concession."

HONGKONG JOTTINGS.

In shipping circles the examinations now being held under the new Pilot's Ordinance have naturally been much discussed. European candidates are not so plentiful, it appears, as the authorities anticipated. The reason, I understand, is the meagreness of the pilot's pay according to the regulations. I am told it is not so low anywhere else on the China coast. It is also noticeable that those who wish to take out licences do not take kindly to the examination. "I have been bringing ships into this harbour for many years and never had an accident," said a captain of one of the merchant steamers to me, "but the probability is that I should be flummoxed in such an examination as the authorities consider necessary." And he imagined this would be the case with many excellent Chinese pilots who have been piloting here for years. There must be some test of efficiency, but whether proof of the fact that a man has been piloting for at least five years in these waters is a sufficient warrant for the issue of licences must be left to the decision of the responsible authorities.

In a bantering letter published in the *Daily Press* last week a correspondent incidentally set up a defence of flippancy in the debates of our Legislative Council by quoting the report that a rising politician recently irreverently exclaimed "Rats" by way of commenting on a statement which was being made by a Minister in the House of Commons, and the remark was allowed to pass without a dignified reproof from the chair. Thereby hangs a tale amusing enough to secure space in this column. The joke is that the hon. member was not guilty of irreverence, some of the reporters charged him with. What he actually exclaimed was: "Experience has dispelled these predictions." Some of the reporters who are not so advantageously placed in the press gallery as the *Herald* and the *Times* men indignantly heard the remark, and decided amongst themselves that its purport was "Rats," and so it appeared in several of the newspaper reports. Mr. Churchill was gravely rebuked in the press for the use of this undignified observation, and has had therefore to defend himself. While he does not quarrel with an ingenious paraphrase, he takes, he says, the strongest objection to this form. Unofficial members of our own Council must not therefore model their style on this example. One moral to be drawn from the incident is the advisability of seating reporters where they can hear what is spoken. I have seen a few amusing instances of this nature in Hongkong.

Members of the Volunteer Corps "who are desirous of taking a servant to camp" are given instructions how to go about it in the last issued orders from Headquarters. It seems to me rather farcical to have a camp at all if the men are to be allowed to take their servants with them. If they have boys to cook and wash for them, to clean their boots and keep their accoutrements in order they might as well take coolies along to do their heavy gun-drill.

That we have got fairly into the cool season is evident from the number of dances already held or else arranged for. One of the most popular series of dances last year was that promoted by the Masonic Oddfellows Club, and I am glad to hear that there is to be a continuation of these dances this season. A meeting of the management committee is to be held next Wednesday evening to make the final arrangements.

BANYAN.

SPRINKLE COURT.

Saturday, 8th October.

JUDICIAL JURISDICTION.

HONOUR T. SHERIDAN SMITH (PUNISHING JUDGE).

NEW TERRITORY LAND CASE.

Ship delivered judgment in the case of *Ma Fu Shan*, 17, Gage Street, sued in *Yan Kwong*, land owner, Kowloon. *Tai Sik Ki*, trader, of the *Sze Wo* shop, *Kai*, for \$1,087.16 (restricted) to \$1,000. \$950 paid by the plaintiff to the first defendant by way of deposit on the signing of agreement dated March, 1903, made between plaintiff on the one side and the two defendants together with one Poon Ming on the other, whereby it was agreed inter alia that if the defendant should fail to obtain a certificate or other evidence of his title to certain premises mentioned in the agreement and thereby agreed to be sold to the plaintiff within two years from 18th March, 1903, or if the decision of the Land Court or any superior Court should be adverse to such title (which was the case), the said deposit should be repaid to the plaintiff with interest at the rate of 10 per cent. from the date of the agreement; and \$37.16 interest on the sum of \$950 from 18th March, 1903, till 29th August, 1904. The defendant *Ng Sik Ki* was sued as surety for the repayment of the deposit and interest. Mr. A. C. Holborow, of Messrs. Deacon, Lockyer and Deacon, solicitors, appeared for the plaintiff.

Judgment was for the plaintiff with costs, with a stay of execution in the case of *Ng Sik Ki* pending the stamping of a document which was among the productions.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 11.35 a.m. The barometer has risen in N. Japan and fallen slightly in other directions. The greatest pressure lies over the north of China and Corea, and the least in the Pacific east of Luzon. Moderate N.E. monsoon will be experienced in the Formosa Channel, and fresh N.E. monsoon over the greater part of the China Sea. Forecast:—Fresh E. to N.E. winds, fine.

THE GYMKHANA.

Saturday's gymkhana was happily favoured with fine weather, the afternoon, furthermore, being agreeably cool. There was a very fair attendance at the Race Course. His Excellency the Governor being included amongst the spectators. The Gymkhana Club and its keen secretary are to be congratulated on the arrangements. These on the committee—the stewards of the Hongkong Jockey Club being ex-officio members—were Messrs. P. Alderton, T. F. Hough, J. F. Knox, G. H. Potts and Capt. Nugent; Mr. J. A. Jupp, clerk of the scales; Mr. H. P. White, Judge; Mr. G. H. Potts, starter; Mr. W. W. G. Ross, second starter; and Mr. G. K. Hall, Brutton, hon. secretary and treasurer. The band of the Sherwood Foresters played selections during the afternoon. The Pari-mutuel and bar, as usual, were run by the King Edward Hotel people. Results were as follows:—

O. S. CUP.

This was a mile-and-a-quarter flat race for China ponies. There were eight starters:—

Captain Ward's Royal, 10st. 8lbs. (M. Johnstone) 1

Mr. Hall Brutton's Little Momo, 11st. 4lbs. (Owner) 2

Mr. G. H. Potts' Pandur, 11st. 8lbs. (Hon. Gresson) 3

Mr. G. Master's Grafton, 11st. 2lbs. (Owner) 4

Mr. Inglis' Eclipse, 10st. 8lbs. (Owner) 5

Mr. F. Ellis' Once More, 9st. 11lbs. (Owner) 6

Mr. W. G. Clarke's Standard, 10st. 2lbs. (Owner) 7

Mr. Craig's Alarm, 10st. 12lbs. (Owner) 8

The competitors started at the start. Passing the judge's stand for the first time Grafton was leading with Standard and Alarm following in close succession. Then the bunch, and finally Mr. Fred Ellis on Once More. This was Mr. Ellis' first appearance at a race meeting, and he did not seem altogether at ease. Later in the afternoon, however, when he came home second in the Distance Handicap, he showed much better form. Returning to the race, Grafton was levelled by Standard towards the Football Club's pavilion. Both continued neck-and-neck up hill to the black rock. Towards the village Royal and Little Momo came to the front. There was a hot race in the straight, Royal winning in good style by about three-quarters of a length. The Pari-mutuel paid \$29.10.

WALTON CUP.

A hurdle race, about one mile, for China ponies. Starters:—

Mr. Woodgate's Stirling, 11st. 1lb. (Mr. Alderton) 1

Hon. W. J. Gresson's Glenburn, 11st. 1lb. (Owner) 2

Mr. J. Patterson's Zuffall, 10st. 13lbs. (Mr. Johnstone) 3

Mr. Gillingham's Muscatel, 10st. 10lbs. (Owner) 4

Mr. Babington's Rocket, 11st. 8lbs. (Mr. Rutherford) 5

Glenburn misbehaved, jumping over the efforts of his rider and a mafuo he absolutely refused to jump, finally getting into the water, and up on the other side. At the fall of the starter's flag Mr. Alderton got away, and he continued to lead right throughout, winning in a canter. The hurdles were not particularly high. The Pari-mutuel paid \$21.

LADIES' NOMINATION.

There were six nominees in this event:—

Mr. J. Johnstone nom. by Miss Bird 1

Mr. W. A. Cruickshank nom. by Mrs. Peter 0

Mr. J. Patterson nom. by Mrs. Gedge 0

Mr. Rutherford nom. by Mrs. Tulloch 0

Mr. Hall Brutton nom. by Mrs. Hall Wright 0

Mr. Hodgson nom. by Miss Watts 0

The riders galloped up to their nominees, who tied white dress ties round their collars, and handed dress coats to them to put on. The riders then raced back, being supposed to get through a paper screen. As a matter of fact, none of them did so, but the foremost, Mr. Johnstone, broke it.

DISTANCE HANDICAP.

The Distance Handicap was open to all horses, ponies and donkeys. There was a large field, the first three animals, all China ponies, being as follows:—

Mr. D. MacDonald's Arranapogue 1

Mr. F. Ellis' Once More 2

Mr. H. A. Seth's Dormouse 3

Once More and Dormouse had a start of 300 yards on the scratch water gelding, and Arranapogue 270 yards. Anah, a little Cantonee pony with 420 yards start, was not in it; while the Masters Gompertz's Pride of Chinkiang, a little donkey, refused to start. The Pari-mutuel paid \$10.20.

GYMKHANA CLUB CHALLENGE CUP.

To be won by the pony scoring most marks in the races for the Cup during the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. Starters:—

Mr. Johnstone's Ca Cannay, 11st. 10lbs. (Owner) 1

Mr. G. H. Potts' Desert King, 11st. 5lbs. (Hon. Gresson) 2

Mr. Hall Brutton's Little Momo 11st. 5lbs. (Owner) 3

Mr. G. Potts' Pandur, 11st. 8lbs. (Mr. Alderton) 4

The quartette started off in a bunch. Passing the stand for the first time Desert King was leading with Little Momo and Pandur close at its heels. Towards the Football Club's stand Ca Cannay commenced to draw up, challenging the leader up hill. Passing the black rock both were riding together with the others closing up. The same order continued rounding the bend. Ca Cannay started in the straight, winning nicely in 2 min. 12 sec.

The Pari-mutuel paid \$13.40.

As this is probably the last gymkhana the competition must be about decided. The season's marks are as follows:—

Mr. J. Johnstone's Ca Cannay 12

Mr. G. H. Potts' Desert King 7

Mr. G. K. H. Brutton's Little Momo 6

Mr. W. G. Clarke's Standard 3

Mr. Percy's Discard 1

THREE FURLONGS FLAT RACE.

A race for China ponies. Starters:—

Mr. G. Mackie's Fan, (Owner) 1

Mr. D. MacDonald's Arranapogue, (Mr. Clarke) 2

Mr. G. H. Potts' Desert King, (Hon. Gresson) 3

Mr. Inglis' Eclipse, (Owner) 4

Mr. Woodgate's Stirling, (Mr. Alderton) 5

Mr. Johnstone's Ben Wyvis, (Owner) 6

Mr. Gillingham's Muscatel, (Owner) 7

Mr. Babington's Rocket, (Mr. Rutherford) 8

In this race, of course, the pony that got away first won. It was all over almost as soon as it was commenced. Fan's time was 45 2/5 sec. The Pari-mutuel paid \$19.10.

CRICKET.

On Saturday the usual opening match of the Hongkong Cricket Club's season, First Eleven v. All-Comers, was played. All-Comers went in first. Lieutenant Airy and A. Mackenzie batting. J. T. Dixon and T. E. Pearce bowled. Before long Lieut. Airy, after scoring four, was howled by Pearce. J. Hooper went in and the two batsmen scored well together. Both wickets fell, however, and another, F. C. Butcher's, a victim to Bird, fell before lunch. Afterwards the wickets fell rapidly as the scores will show. The scores, etc., were:—

ALL COMERS.

First Innings.

Lt. Airy, (11th) Mab, b. Rev. H. E. Wells, b. 4

Pearce, b. J. T. Dixon, b. 11

A. Mackenzie, c. 21

J. W. G. Bonner, c. 3

J. Hooper, c. 5

J. P. Jordan, b. J. T. Dixon, b. 0

T. C. Gray, c. Pearce, b. 1

J. M. Atkinson, b. J. T. Dixon, b. 2

J. M. Atkinson, b. J. T. Dixon, b. 2

A. E. Lowe, not out, 6

D. Wood, b. Chichester, b. 1

S. A. Seth, c. V. J. Dixon, b. 1

J. W. G. Bonner, c. H. W. Sawyer, b. 1

H. W. Sawyer, c. H. W. Sawyer, b. 1

Extras, b. J. T. Dixon, b. 2

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CORRESPONDENCE.

WHARF COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Can you explain why in Hongkong the coolies who hang about the wharves to carry luggage are not licensed?

It is a source of annoyance not only to new arrivals but to old residents to have to employ them on account of the impudence that they give and the excessive payment demanded by them.

If the Government are so anxious to raise revenue that they have to endanger the health of the colony by cutting down trees, surely a small sum charged for a porter's license would be of assistance to them.

If the coolies were licensed a proper scale of charges could be drawn up which would enable one to know what to pay and would also enable one, by taking their number, to report any offence of theirs to the Police; but at present it is impossible to do anything else than submit to insult and extortion.—Yours truly,

VICTIM.

"SHOCKING HOURS."

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Taiwan's letter in your issue of Saturday last is a righteous outburst against an attempt to level the white worker to the plane of the Chinaman by curtailing his time for recreation. Confinement in a store, attending the wants of a very difficult class of customers from 8.30 a.m. to 5 p.m., is quite long enough; and a little healthy outdoor recreation is an essential both to the employee's and the employer's view point, as better equipping the employee for the next day's work.

And with, approximately, 50 lights burning at a cost of, say, \$3.50 for the hour, the dollar, or thereabouts, trade that has been done each evening up to the present proclaims the scheme a failure.

The draper's clerk has in the past borne his burden load and patiently, but even a camel will "hoosh," if his load be in excess of his estimate of a fair thing. Now the draper's clerk, like unto the camel, is universally regarded as a docile creature, but there is a limit to human forbearance, and the recent action of the knights of the counter in Belfast is the bending of the camel's knee.

If my memory serve me rightly, at the last meeting of the shareholders of this very estimable establishment a motion was unanimously passed conveying to the employees the shareholders' appreciation of their zeal and close attention to their duties. May I ask is the extra hour indication a material token of their gratitude?—Yours, etc.,

PAUL POSSUM.

[Both an employer and an employee have now expressed their views on what is an innovation. What have the customers to say on the matter? The subject presumably has more than one side.—Ed.]

PATENTS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Adverting to the letter of "Subscriber" in to-day's issue of the *Daily Press*, I would point out that the "Ordinance" to consolidate and amend the Law relating to the grant in this Colony of Letters Patent for Inventions" (No. 2 of 1892) is perfectly clear as to the possibility of doing what "Subscriber" wishes.

Sec. 2 Sub. sec. 1 reads:—"It shall be lawful for the inventor or for the owner of any invention or of the exclusive right thereto in this Colony to petition the Governor for Letters Patent for any invention for which Letters Patent have already been granted in England."

It may further satisfy your correspondent if I say that a short while back I was asked to consider the question by a client, but I was of opinion, after going thoroughly into the matter, that unless the patent was first registered at home, it could not be registered here.—Yours faithfully,

AREH.

POLICE COURT.

Saturday, 8th October.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

ALLEGED THEFT OF BICYCLES.

A Chinaman and a Jew were charged with stealing bicycles. It was said that the first defendant, Un Ling, hired a bicycle, valued at \$35, from Cheung Chin Hing's shop and did not return it. He was convicted and sentenced to three months' hard labour, and three hours' stocks. Alex Sakson, the other, also was charged with hiring a bicycle from a shop in Queen's Road and not returning it. The case was remanded, but refused.

The proposal to permit the use of spectacles to soldiers is a reminder that from their prohibition came the monacle. About a century ago an Army Order was issued forbidding officers to wear eyeglasses or spectacles. But a short-sighted officer belonging to a crack cavalry regiment had no mind to resign his commission, or stumble blindly, and he invented the single eye-glass. When called to account by the authorities, he claimed that the monacle, being of the singular number, did not contravene the order against spectacles and glasses in the plural. Red-tape accepted this literal rendering of the law, and, becoming very popular in the Army, the monacle was adopted by civilian beaux.—*Chronicle*.

ENLARGEMENTS.

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMAN & CO., Agents.
Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPHAM & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO., Agents.
Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1903
£16,898,650.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, £2,750,000
PAID-UP CAPITAL, £2,750,000
II. FUND, £3,656,991 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 18th June, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.
ALEX. ROSS & CO., Agents.
Hongkong, 28th April, 1904.

L. UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904.

NOTICE.

WE have REMOVED our OFFICES to the SECOND FLOOR of PRINCE'S BUILDINGS, No. 1, Des Voeux Road, Central.
WM. MEYERINK & CO., Agents.
Hongkong, 7th October, 1904.

AMOI ENGINEERING CO., LD. AMOI.

CALL FLAG E.
REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS, Manager.
Amoy, 3rd December, 1903.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.
WM. PARLAN, Manager.
Hongkong, 18th November, 1901.

SIENTING.

SURGEON DENTIST.
No. 10, LAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN.
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904.

QUAN WAI & CO.

GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Line Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS.
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899.

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD."
27, CAINE ROAD.
Hongkong, 18th March, 1904.

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Maddison Road.
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

INTIMATIONS

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.
A. S. MIHARA, Manager.
Hongkong, 20th May, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, etc., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINGLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Lee House Street, Tel. 374.

F. P. DANENBERG, General Manager.
Hongkong, 11th May, 1904.

CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACLEWEN, FRICKEL & CO.
UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignees) in any part of the World.
LATEST SHIPPING DATES.

To England ... Nov. 8th
To France ... Nov. 15th
To Germany ... Nov. 9th
To Italy ... Nov. 9th
To United States via San Francisco ... Nov. 8th
To United States via Suez Canal ... Oct. 10th
To India ... Oct. 21st
To South Africa ... Oct. 21st
To Australia ... Oct. 21st
To Canada ... Nov. 8th

China Parcel Express.
OFFICE—3, DUDDELL STREET.
Hongkong, 8th October, 1904.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. RYNNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903.

A. LING & CO.

FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FINEST
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WIGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

WHISKIES.

BUCHANAN'S CELEBRATED
BLENDS OF SCOTCH WHISKY are
Supplied by Royal Warrant of Appointment to
His Majesty King Edward VII. The Prince of
Wales, and also to the House of Lords and
the House of Commons.
Buchanan's Whiskies are recognised throughout
the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$16.50
Royal Household ... \$20.50

Try one case and you will never want any other Whisky.
A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Road.
Hongkong, 22nd August, 1904.

HONGKONG BUSINESS DIRECTORY.

JEWELLERS
MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Pans and Hoio

PHOTOGRAPHER

M. NUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

STOREKEEPERS

B. SMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c., Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners
Coal Merchants, Hardware, Engineers
Tools, Metal, Iron and Steel Merchants
144, Des Voeux Road.

CANTON-HANKOW RAILWAY.

Replying to a long article in the Times, Mr. W. Pritchard-Morgan, M.P., at the Korean Consulate-General in London, wrote: The very interesting special article of your Shanghai Correspondent, headed "Canton-Hankow Railway," throws much light upon the original intentions of the Chinese Government with regard to railways in China.

Your Correspondent says: "When, at the close of 1896, the construction of the northern line from Peking to Hankow was successfully urged upon the Throne by Chang Chih-tung and Sheng Tsu-jen, the original intention of the Tsung-li-Yamen was to build it with Chinese capital."

I enclose you a copy of a power of attorney by which you will see that on September 2, 1896, within a very few days of Li Hung Chang's leaving England, he authorized me to negotiate a loan in England for ten millions sterling for the purpose of building that railway.

Both the Foreign Office and a great financial house in the City were made aware of that fact, so that England had an opportunity of controlling the first, and beyond all question, the most important railway in China.

This is a link in the story of railway building in China which perhaps you may deem worthy to be made known to those of your readers who are students of the Far Eastern question.

Perhaps when history comes to be written it will be discovered that Li Hung Chang would have preferred doing financial business with England to any other country.

L'Amassadeur Imperiale de Chine.

To all to whom it may concern, I, Li Hung Chang, &c., &c., hereby nominate and appoint William Pritchard Morgan of No. 1 Queen Victoria Street and of No. 4 Whitehall Court, London, Esquire, Member of Parliament to act for me and for the Chinese Government to negotiate a loan for Five Millions sterling in the first instance and for Five Millions sterling afterwards for the purpose of building railways in China upon such terms and upon such conditions as he, William Pritchard Morgan may consider advisable but he has no power to conclude any such negotiations without my express consent and permission. The maximum interest not to exceed three and a half per cent the railway to serve as security and the Government guarantee payment of interest and principal in thirty years—in the event of the Railway Co. failing to pay—the security of the bondholders to be discharged and the railway to belong to the Chinese Government.

(Signed) LI HUNG CHANG.

Dated at New York this second day of September 1896.

Witness: Chieh-hou Taotai Lo Feng-luh K.C.V.

RUSSIAN WAR NEWS IN 1812 AND 1904.

An interesting letter to the Times last month read as follows:—In connection with present methods of disseminating war news in Russia, it is interesting to recall a passage from General Count Philip de Segur, which illustrates the hackneyed proverb that history repeats itself.

Next Sunday will be the anniversary of a battle that was fought on August 28, 1812, when the advanced columns of Napoleon, under Murat and Davoust, drove the Russians back beyond Wiazma. While writing of this action, Segur says:—

"Napoleon returned to Wiazma, where he was obliged to stop to ascertain the advantages that he might derive from his new conquest. The accounts which he received from the interior of Russia represented the hostile Government as appropriating to itself our successes, and inculcating the belief that the loss of so many provinces was the effect of a general plan of retreat adopted beforehand. Papers seized at Wiazma stated that *Le Diable* had been sung at Petersburg for pretended victories at Witepsk or Smolensk. 'What!' he exclaimed in astonishment, 'Le Diable! Dare they lie, then, to God as well as to man!'

"For the rest, most of the intercepted Russian letters expressed the same astonishment. 'While our villages are blazing,' said they, 'we hear nothing but the ringing of bells, hymns of thanksgiving, and triumphant reports. It seems as if they would make us thank God for the victories of the French. Thus there is lying in the air, lying on earth, lying in words and in writing, lying to Heaven and earth, lying in everything. Our great men treat Russia like a child, but there is no small degree of credulity in believing us to be so credulous.'"

"Very just reflections," comments Segur, "if means so gross had been employed to deceive those who were capable of writing such letters. At any rate though these political falsehoods are generally resorted to, it was plain that when carried to such excess they were a satire either on the governors or the governed, and perhaps on both."

SHARE REPORT.

Messrs. Erich Georg & Co.'s Weekly Share report, dated 8th October, was as follows: A very fair business has been done during the week under review, but the same has been mostly confined to few stocks, notably Indo-China and China Sugars, which have improved further. The sterling demand rate on London closes at 1s. 10d., while rates on Shanghai are 7 1/4 to 7 1/2, 7 1/4 for a T/T and 7 1/2 to 7 1/4 for a three days' sight private Bill. Bariller is quoted in London 26 1/2, while Consols have advanced to 48 1/2.

BANK SHARES.—Hongkong and Shanghai sold and are wanted at \$650, London quoting 467. 10s. 0d. Nationals are easier and quoted 439, after small sales at 439 1/2.

MARINE INSURANCE SHARES.—Unions sold and have buyers at \$810. China Traders are quiet at \$61 with probable sellers. North China have inquiries at 75 and Yangtzes at \$45, cautious advanced to \$265, closing firm at that figure.

FIRE INSURANCE SHARES.—Hongkong's fetched \$335 and Chinas \$87; there are further buyers of the latter stock.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares are in demand at \$29. Indo-Chinas have been done in large quantities, both locally and to Shanghai; business has been done as high as \$132 cash, \$133 for 31st October, \$136 for 31st December, \$138 for 31st March and for 30th April, but at the close the market has weakened to sales and sellers at \$131 cash, \$35 for 31st December and equivalent rates further ahead. The Shanghai rate advanced to 7 1/4 for end of the month and 7 1/2 for 31st December, but last quotation from the 20th being 7 1/4, the rate, London was 41 1/2, 10s. 0d. Chinas and Manilas have sellers at \$242. A few lots of Donglases have been done at \$32 and a few more shares might be placed. Star Forries are offing at \$40 for 0 and \$30 for new respectively. Shell Transports sold at 25s. 0d., closing with further sellers: the London quotation is 24s. 0d.

REFINERIES.—China Sugars jumped on Saturday last to \$245, but a reaction has set in since, and sales have been effected at declining rates, viz. down to \$232 for 30th April, \$250 for 31st March, \$245 for 31st January, and \$242 for cash. Luzons are said to be in some demand at \$6.

MINING SHARES.—Raubas have sellers at \$61 and buyers at \$6.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's shares sold at \$226 cash, \$234 for 31st instant, and at \$237 for end of February next. The 40,000 shares, which was safely floated, has been doctored, and is likely to prove a much more expensive job than generally anticipated, and if the hopes of the people engaged in salvaging the local dock; a few cash shares might be obtainable at \$226. Hongkong and Kowloon Wharf and Godown Company's shares sold and continue in demand at \$113, while New Amoy Dock Company's shares are still offering at \$27 1/2. Farnhams have been sold at gradually declining rates, from 7s. 18d. down to 7s. 17 1/2d. cash, 7s. 18 1/2d. for 31st instant, and 1s. 18 1/2d. to 1s. 18 1/2d. for 31st Dec. time sellers ruling the market somewhat under these rates, while Shanghai quotes 7s. 17 1/2d. cash buyers. At the extraordinary general meeting held on 26th ultimo, the proposed resolutions for the sale of the Company's property were carried, and another meeting has been convened for 18th instant for the purpose of confirming same. At a later date, meeting the chairman (Mr. Tarrant) outlined the general scheme by stating that the capital of the new company in London was to be £1,200,000, the remaining required funds being raised by debentures in London at 5 1/2 per cent. per annum. He said that since it was not possible to settle such an arrangement by telegraph, it would be necessary for him to go to London to finally settle the sale, and although the proposal was by means of withdrawal from the offer, continuing he said, that so far as they could guess, it was a definite offer, but the conditions may be such that when he got to London, and understood them fully, it might not be possible for him to recommend the shareholders to accept them. Thus the matter hangs fire, and more than a month or two may elapse before we know for certain whether the sale goes through or not. Shanghai and Hongkong Wharf Company's shares are quoted 7s. 16d. buyers old issue new; this is the equivalent of 7s. 17 1/2d. for old shares ex new issue, and 7s. 13 1/2d. for new shares.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land, Investment and Agency Company's shares sold at \$150 and \$149, closing with probable sellers at the latter figure. Kowloon Lands have been fixed at \$30. West Points sold and have sellers at \$60. Hongkong Hotels changed hands at \$186 and \$137, closing with buyers at the higher rate. Humphreys' Estate and Finance Company's shares have been done at \$123 for old. Shanghai Lands have buyers at 7s. 11 1/2d.

COTTON MILLS.—Unchanged and without business.

MISCELLANEOUS.—Green Island Cements at \$21 and China Borneos at \$11 are still inquired after. Wharves have sales at \$133 for old shares ex new issue, while the new issue can be got at \$13. Penwoods fetch \$47 and have further sellers. Hongkong Steam Waterworks sold at \$22 to \$23 for cash, also at \$23 for 28th February, and are in request at \$22 for cash. Campbell, Moore & Company's are wanted at \$40. Bell's Asbestos have been done at \$52. China Providents are wanted at \$91, but are held for higher rates. Watkins are wanted at \$94. China Light and Powers sold and are wanted at \$10. Wm. Powells are quiet at \$11 1/2. Alhambra are quoted \$100 sellers. Langkats have advanced to 7s. 30 1/2d. buyers in the north; the following telegraphic information, dated 1st instant, has been received from the manager at Langkat: "Daily aggregate output of crude petroleum 71,000 gallons; crude petroleum in tanks at date 170,000 gallons; kerosene and since the date of the preceding half-monthly telegram 70,000 cases; kerosene shipped since 72,000 cases; and kerosene in stock at refinery at date 86,000 cases."

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BEAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.

J. W. KEW, Manager,
1st Floor, 37, Connaught Road
Hongkong, 19th June, 1903.

MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents
Paper ... 10 cents

On Sale at the Daily Press Office,
Hongkong 5th March, 1904.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



SOLE AGENTS FOR HONGKONG: KRUSE & CO., CONNAUGHT HOUSE.

1915]

ARNHOLD, KARBURG & CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL

Hongkong, 1st October, 1904.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE, CANTERBURY IN SOUTH AFRICA.

BRANCHES: BOMBAY, 20, ESPLANADE ROAD. CALCUTTA, 4, DALHOUSIE SQUARE. RANGOON, 72, MERCHANT STREET. LONDON, 19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG

144

JAPAN COALS.

MITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE—1, SUZUGA-CHO, TOKYO. LONDON BRANCH—34, LINE STREET, E.C. HONGKONG BRANCH—PRINCE'S BUILDINGS, LEE HOUSE STREET

OTHER BRANCHES: New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Manila, Amoy, Shanghai, Chefoo, Canton, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maiduru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mameda, Mannoura, Onoura Otani, Sasahara Tsukakuro, Yoshinotani, Yoshio, Yunkobara, and other Coals.

S. MINAMI, Manager, Hongkong.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

MARUNO-UCHI, TOKYO. Cable Address, "Iwasaki," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed: MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES: SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA. YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armaments; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namaru and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigito, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited.

Hongkong, 26th May, 1904.

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNHOLD, KARBURG & CO., Sole Agents.

11 3486]

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.
HONGKONG. French str., 297, Sino, 9th October, Saigon 4th October, Rico—Chinese.
CHOYKANG. British str., 1,424, H. J. Roope, 9th October, Canton 8th October, General—Jardine, Matheson & Co.
HINDUSTAN. British str., 2, 88, R. A. Appleton, 9th October, Amoy 8th Oct., General—Doddwell & Co.
HONGKONG. French str., 729, Suzzoni, 7th October, Hapshung via Hailow 4th Oct., Rice and General—A. R. Morley.
KWANGTAI. Chinese str., 1,536, Wm. H. Lund, 8th October, Canton 7th October, General—Chinese.
LYNEMON. German str., 1,238, Lehmann, 9th October, Canton 8th October, General—Siemssen & Co.
ORANGE. Norwegian str., 1,001, J. Dannevig, 9th Oct., Hangkok 30th Sept., Rice and Mail—Sander, Wiedler & Co.
PETRECH. German str., 1,252, C. Ahrens, 8th October, Moji 2nd September, Coal—Sander, Wiedler & Co.
RAJAHCHI. German str., 1,399, D. Reinhold, 8th October, Bangkok 2nd Oct., General—Butterfield & Swire.
REKALLO. British str., 980, Drury St. A. Wale, 9th Oct., Singapore 1st Oct.
THEMIS. Norwegian str., 1,269, T. Thomassen, 8th October, Kobe and Moji 3rd October, General—Chinese.
TK. UMTH. German str., 1,451, A. Hansen, 8th October, Foochow, Amoy and Swatow 7th Oct., General—Osaka Shosen Kaisha.
VENGEANCE. British battleship, 12,950, Stuart, C.M.G., 8th Oct., Weihaiwei 2nd Oct.
WAISHING. British str., 1,170, M. Courtney, 9th Oct., Wuhu 5th Oct. and Chinkiang 7th, General—Jardine, Matheson & Co.
WOOSUNG. British str., 1,119, Dawson, 8th October, Canton 7th October, General—Butterfield & Swire.
WOSAP. British str., 1,017, Malkin, 9th Oct., Canton 8th October, General—Jardine, Matheson & Co.

CLAREANCE.
 AT THE HARBOR MASTER'S OFFICE.
 8th October.
 Wosung, British str., for Shanghai.

DEPARTURES.
 8th October.
BENJAL. British str., for Europe.
COURTFIELD. British str., for Chingwangtao.
NANSHAN. British str., for Saigon.
REBI. British str., for Manila.

ARRIVALS.
ADULABARK. British str., for Nagasaki.
CAH. MEZAR. German str., for Newchwang.
DEYAWONGSE. German str., for Amoy.
FURTHOR. Norwegian str., for Swatow.
HINDAL. Norwegian str., for Kobe.
KWANG AI. Chinese str., for Shanghai.
MADDELEINE. German str., for Swatow.
MADURA. British str., for Calcutta.
MATHILDE. German str., for Swatow.
MAUSANG. British str., for Sandakan.
THALES. British str., for Swatow.

VESSELS IN DOCK.
 8th October.
ABERDEEN DOCKS.—U. S. S. *Pathfinder*, *Lithia*, *Agate*, *Lacres*, U. S. S. *Pompey*, U. S. S. *Pathfinder*, U. S. S. *Benbow*, U. S. S. *Chamney*, *CONVULSANT DOCK.*—*Lithia*.

VESSELS ON THE BERTH
REGULAR
STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL.
 PROPOSED SAILINGS FROM HONGKONG.
 1904.
 "HINDUSTAN" ... 10th Oct.
 "ST. HUGO" ... 18th Nov.
 For Freight and further information, apply to DODWELL & CO., LTD., Agents.

NIPPON YUSEN KAISHA.
 FOR NAGASAKI, KOBE AND YOKOHAMA.
 THE China Mail Steamship.
 "KAISOW."
 will be despatched for the above ports TO MORROW, the 11th inst., at DAYLIGHT.
 For Freight, apply to A. S. MIHARA, Agent.
 Hongkong, 5th October, 1904. [237]
 FOR SHANGHAI AND CHEMULPO.
 (Taking Cargo at through rates to Tsinota.)

THE Steamship
 "LYEEMOON."
 Captain Th. Lehmann, will be despatched for the above ports TO-MORROW, the 11th inst., at 3 P.M.
 This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to SIEMSEN & CO., Agents.
 Hongkong, 5th October, 1904. [238]
NAVIGAZIONE GENERALE ITALIANA.
 (Florida and Italian United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
 "CAPRI."
 Captain Belito, will be despatched as above on THURSDAY, the 13th inst., at NOON. At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.
 Hongkong, 7th October, 1904. [4]
NATAL LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with JAPANESE STRAITS NAVIGATION CO.'S fortnightly service between Calcutta. Sailings from Calcutta for Cape Ports every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

THE Steamship
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DESTINATION
LONDON & ANTWERP, VIA SINGAPORE, & C.
LONDON, &c., VIA PORTS OF CALL.
LONDON, AMSTERDAM & ANTWERP.
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LONDON, AMSTERDAM & ANTWERP.
MARSEILLES, &c., VIA PORTS OF CALL.
BREMEN, VIA PORTS OF CALL.
HAVRE & HAMBURG.
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TRIESTE, &c., VIA SINGAPORE, &c.
GENOA, MARSEILLES & LIVERPOOL.
GENOA, MARSEILLES & LIVERPOOL.
NEW YORK, VIA PORTS & SUEZ CANAL.
NEW YORK, VIA SUEZ CANAL.
VANCOUVER, VIA SHANGHAI, &c.
VANCOUVER, VIA SHANGHAI, &c.
VICTORIA (B.C.) & TACOMA VIA JAPAN.
VICTORIA (B.C.) & TACOMA VIA JAPAN.
PORTLAND, OREGON.
AUSTRALIAN PORTS.
AUSTRALIAN PORTS.
NAGASAKI, KOBE & YOKOHAMA.
TIENTSIN VIA SWATOW & CHEFOO.
SHANGHAI.
SHANGHAI VIA SWATOW.
SHANGHAI & CHEMULPO.
SHANGHAI.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.
SHANGHAI.
NINGPO & SHANGHAI.
AMOI, MANILA, HIOGO & CEBU.
FOOCHOW, VIA SWATOW & AMOI.
TAMUL, VIA SWATOW & AMOI.
AMOI, VIA SWATOW & AMOI.
AMOI, VIA SWATOW & AMOI.
SWATOW, CHEFOO & TIENTSIN.
MANILA.
MANILA DIRECT.
MANILA DIRECT.
KUDAT & SANDAKAN.
JAVA PORTS.
BOMBAY VIA SINGAPORE & PENANG.
SINGAPORE, PENANG & CALCUTTA.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at MANILA, TACOMA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
 "AUSTRALIAN."
 Captain A. H. Selar, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904. [2358]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 7.30 P.M.
FARES.—(week days) 1st Class (including cabin and servant), single \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class Single Ticket \$1. Return \$2. 3rd class Single 50 cents. Return 50 cents. Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
 On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer will shortly be lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

FOR CANTON.
"SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LTD.
 No. 147, Connaught Road Central, Hongkong, 15th March, 1904. [2]

HONGKONG-CANTON LINE.
THE British steamship
 "YING KING."
 Captain E. J. Page, of 188 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LTD.
 No. 216, Wing Lok Street, Hongkong, 27th February, 1904. [7]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 7.30 P.M.
FARES.—(week days) 1st Class (including cabin and servant), single \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
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FOR CANTON.
"SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LTD.
 No. 147, Connaught Road Central, Hongkong, 15th March, 1904. [2]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 7.30 P.M.
FARES.—(week days) 1st Class (including cabin and servant), single \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class Single Ticket \$1. Return \$2. 3rd class Single 50 cents. Return 50 cents. Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
 On Sundays, passengers desiring to have a Private Cabin, which has accommodation for two or more passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer will shortly be lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

FOR CANTON.
"SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
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 The Steamer will shortly be lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.		About 13th inst.
MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.		22nd inst. Noon.
PATROCLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE		To-morrow.
PINGSUEY	Brit. str.		BUTTERFIELD & SWIRE		25th inst.
MACHAON	Brit. str.		BUTTERFIELD & SWIRE		8th Nov.
JALON	Brit. str.		BUTTERFIELD & SWIRE		22nd Nov.
SALAZIE	Freem. str.	Negre	MESSAGERIES MARITIMES		18th inst. 1 P.M.
SACSEN	Ger. str.	H. Feyen	MELCHERS & CO.		12th inst. Noon.
BRISGAVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE		18th inst.
SIAMONIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE		1st Nov.
SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE		15th Nov.
SRINAGAMBIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE		29th Nov.
TRIESTE	Aus. str.	Mistral	HAMBURG-AMERIKA LINIE		13th Dec.
ACHILLES	Brit. str.	Williams	SANDER, WIEDLER & CO.		22nd inst. P.M.
AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE		22nd inst.
HINDUSTAN	Brit. str.		DODWELL & CO., LD.		About 10th inst.
CLAVERHORN	Ital. str.	Parker	SHEWAN, TOMES & CO.		About 16th inst.
ALBENGA	Ital. str.	Petersen	CARLOWITZ & CO.		About 28th inst.
E. OF CHINA	Brit. str.	F. Beetham	CANADIAN PACIFIC R. CO.		19th inst.
ATHENIAN	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.		12th inst.
LYEA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED		24th inst.
YANGTSE	Brit. str.	Wagner	BUTTERFIELD & SWIRE		1st Nov.
NICOMEDIA	Brit. str.	A. H. Schaw	PORTLAND & ASIATIC CO.		To-day.
YAMATA	Brit. str.	A. R. Mises	GIBB, LIVINGSTON & CO.		15th inst. 11 A.M.
YAMATA	Brit. str.	L. Dawson	NIPPON YUSEN KAISHA		21st inst. 4 P.M.
KAISOW	Brit. str.		BUTTERFIELD & SWIRE		27th inst.
WOSUNG	Brit. str.	Malkin	NIPPON YUSEN KAISHA		To-morrow, D'light
WOOSUNG	Brit. str.	Dawson	JARDINE, MATHESON & CO.		To-morrow, 4 P.M.
CHOWSANG	Brit. str.	Reope	BUTTERFIELD & SWIRE		To-day.
LYEEMOON	Ger. str.	Th. Lehmann	JARDINE, MATHESON & CO.		To-day, 4 P.M.
KWEIYANG	Brit. str.		SIEMSEN & CO.		To-morrow, 3 P.M.
P. ALICE	Ger. str.		BUTTERFIELD & SWIRE		12th inst.
SIMLA	Brit. str.	P. Wetlin	MELCHERS & CO.		Quick d'spatch.
SANCA	Brit. str.	F. R. Sammers	P. & O. S. N. Co.		About 21st inst.
HAMPOA	Brit. str.	F. B. Ferguson	P. & O. S. N. Co.		About 25th inst.
SUKKIANG	Brit. str.	Partridge	BUTTERFIELD & SWIRE		12th inst.
YUENHAI	Brit. str.	J. Robinson	BUTTERFIELD & SWIRE		To-morrow.
A. STRAITS	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA		12th inst. D'light.
BRITJOFF	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA		15th inst. D'light.
PROVIDENCE	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA		23rd inst. D'light.
HIHLI	Brit. str.	Kornellsmn	OSAKA SHOSEN KAISHA		19th inst. D'light.
PEAN	Brit. str.	Hoeler	BUTTERFIELD & SWIRE		14th inst.
CAF RO.	Brit. str.	A. Somerville	BUTTERFIELD & SWIRE		To-morrow.
RUBI	Brit. str.	R. Roiger	SHEWAN, TOMES & CO.		22nd inst. 10 A.M.
JOENKO	Ger. str.	E. Muhle	SIKAWAT & CO.		22nd inst. 10 A.M.
JAPANAS	Dut. str.		MELCHERS & CO.		Quick despatch.
JAPRI	Ital. str.	Belsito	JAYA-CHINA JAPAN LINE		Quick despatch.
YAN-SANG	Brit. str.	G. Payne	CARLOWITZ & CO.		13th inst. Noon.
			JARDINE, MATHESON & CO.		To-morrow, 3 P.M.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"JASON"	On 11th October.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.	
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 22nd October.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 28th November.	
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"WOOSUNG"	On 10th October.	
MANILA	"TEAN"	On 11th October.	
AMOI, MANILA, ILOILO and CEBU.	"SUNGKIANG"	On 11th October.	
SHANGHAI	"KWEIYANG"	On 12th October.	
NINGPO and SHANGHAI	"WHAMPOA"	On 12th October.	
SWATOW, CHEFOO and TIENTSIN	"CHILILI"	On 14th October.	
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 27th October.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Sergeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI VIA SWATOW	"CHOYSANG"	Monday, 10th Oct., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.	
TIENTSIN VIA SWATOW & CHEFOO	"WOSANG"	Tuesday, 11th Oct., 4 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chafco, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

[138]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

[2030]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 15th Oct., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 22nd Oct., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

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Hongkong, 10th October, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAUVERBURN"

Captain Parker, will be despatched for the above
port on or about TUESDAY, the 16th October.
For Freight, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 13th September, 1904.

[2211]

DAMPSCHEIFFS RHEDEREI "UNION" ACTIEN GESELLSCHAFT, HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA"

Captain Peterson, will be despatched for the
above port on or about WEDNESDAY, the
26th inst.

For Freight, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 5th October, 1904.

VESSEL ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TAWAO, LAHAD DATU, LABUAN AND
ZAMBOANGA.

THE Company's Steamship

"BORNEO"

Captain E. Mable, will be ready to load for the
above ports on TUESDAY, the 11th inst.
For Freight or Passage, apply to

MELCHERS & CO.,
Agents.

Hongkong, 5th October, 1904.

[2378]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DUEBOUT, EGYPT,
MARSEILLES, MEDITERRANEAN,
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904,
at 1 P.M., the Company's Steamship
"SAJAZIE," Captain Negre, with
Mails, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Port
of Call, WITHOUT TRANSIT.

This Steamship connects at COLOMBO with
the Anstronia line s.s. "Aledon," bound for
MARSEILLE via BOMBAY and ADEN.

Cargo and Specie will be registered for
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 17th October. Specie
and Cargo received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.

Passengers are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

L. BRIDOU,

Acting Agent.

Hongkong, 6th October, 1904.

[2]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADEIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Mistrorigo, will be despatched as above
on SATURDAY, the 29th inst., P.M.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Princes' Buildings.

Hongkong, 4th October, 1904.

[3]

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA

MANILA, THURSDAY ISLAND,
TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU"

Captain A. E. Mees, will be despatched as
above on FRIDAY, the 21st inst., at 4 P.M.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and with
all modern fittings and improvements for the
safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and
Stewardess carried.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Charter Road.

A. S. MIHARA,

Manager.

Hongkong, 1st October, 1904.

[2350]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR
THE OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KENTON, British Ship, T. E. Burch-

Standard Oil Co.

E. B. SUTTON, American bark, Johnson.

Order—

[2]

THE YOUNG
AMERICAN
CIGAR.

The FLAVOUR is
exquisite.

The AROMA
delicate and fine.

Smoked
everywhere,
NORTH, SOUTH
EAST, and WEST,
in fact
ALL OVER THE
UNIVERSE.

Sole Importers—
HOLLAND-CHINA TRADING CO.

3120-4

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at their
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 6th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 11th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 11th inst. will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
14th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th October, 1904.

[10-11]

NAVIGAZIONE GENERALE
ITALIANA.

(Florida and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
13th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 6th October, 1904.

[4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COLOMANDEL"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, A. & S. S. Ocean.

From Australia, ex s.s. *Marnara*.

From Calcutta, ex s.s. *Palma*.

From Persian Gulf ex s.s. B. I. S. N.

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904.

[1]

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,873. H. T. Worsnop,
Hainan Island 1st Oct.—Gilman & Co.

ATHENIAN, British str., 2,140. S. Robinson, 28th
Sept.—Vancouver, B.C., 29th August and
Shanghai 25th September. General.—C. P.
R. Co.

BORNEO, German str., 1,344. E. Muhl, 1st
October.—Sandakan 27th Sept., Timber
and General.—Melchers & Co.

CAPER, Italian str., 2,718. G. Belsito, 5th Oct.—
Bombay 17th Sept. and Singapore 29th,
Mails and General.—Carlowitz & Co.

COPTIC, British str., 2,744. F. H. Armstrong,
7th Oct.—San Francisco 8th Sept., Mails
and General.—O. & O. S. N. Co.

DECIIMA, German str., 794. Schlaikier, 27th
September.—Mojito 23rd September, Coal—
Sander, Wieler & Co.

ELG, Norwegian str., 708. Christophersen, 30th
Sept.—Iloilo 26th September. General.—
Sander, Wieler & Co.

EMPEROR OF CHINA, British str., 3,046. E.
Beetham, R.M.S., 27th Sept.—Vancouver
5th Sept. and Shanghai 24th, Mails and
General.—C. P. R. Co.

GIANG, British str., 1,193. J. G. Follett,
4th Oct.—Samarang 25th Sept., Sugar—
Chinese.

HOPKING, British str., 1,359. J. M. Hay, 7th
October.—Samarang 29th Sept., Sugar—
Jardine, Matheson & Co.

JACON, British str., 623. B. Olsen, 29th Sept.—
Hobart 28th, General.—Jensen & Co.

KAMPOT, French str., 900. Nona, 30th Aug.—
Nawabpore 25th Aug., General.—Brad-
ley & Co.

KARIN, Swedish str., 687. G. Peterson, 7th
Oct.—Saigon 1st October, Rice.—Sander,
Wieler & Co.

LABREY, British str., 1,341. J. B. Jackson,
1st October.—Saigon 28th September,
General.—Chinese.

LEILA, British str., 1,834. E. Morris, 25th Sept.—
Saigon 23rd Sept., General.—Chinese.

MACHW, German str., 1,906. H. Harjes, 6th
October.—Bangkok 28th September and
Kohsichang 29th, General.—Butterfield &
Swire.

MANGLORIA, American steamer, 8,750. J. W.
Saunders, 4th Oct.—San Francisco 30th
August, Mails and General.—Pacific Mail
S.S. Co.

NAMING, British str., 4,035. G. Payne, 3rd
October, Calcutta via Straits Ports 17th
September, General.—Jardine, Matheson
& Co.

NICOMEDIA, German str., 4,864. A. Wagner,
25th Sept.—Portland 31st August, Flour,
Portland & Asiatic S.S. Co.

PARLEY, German str., 1,018. Deane, 5th Oct.—
Bangkok 28th Sept., Rice and Wood—
Butterfield & Swire.

PARLAN, British str., 2,875. G. Rodway, 23rd
Sept.—Yokohama via Ports 10th Sept.,
General.—Nippon Yusen Kaisha.

SEASIDE, British str., 1,776. V. McC. Liddell,
3rd Oct.—Samarang 23rd Sept., Sugar—

